GOVERNMENT OF MADRAS. Secrt. II-16—55,006—3-9-53.

Rev (195 4.) Department.

~~Endorsement~~
~~D.O.~~
~~Memorandum~~
~~Lodged~~

41580 A/54-2

Dated 12th August 1954.

close.
Pr.
18/8/54
/Kum

FURTHER PAPERS.

Department	Number.		Date.

To

The Secretary
Public Works Depart
Government of Mad

SECRETARY TO GOVERNMENT
24 MAY 1954
PUBLIC WORKS DEPARTMENT

We the residents of Uppinangady, S.Kanara District and the neighbouring villagers of Puttur Taluk, South Kanara District beg to submit the following for kind perusal and necessary action.

At the 15th mile in the Uppinangady Bisle ghat road a bridge is to be constructed over the Hosmata river the work of which has been already started. We are told that a submersive bridge is going to be put up over the site. In this connection we would like to bring to your kind notice that such a bridge may not serve the purpose for which it is intended on account of the undersigned reasons.

In the rainy season especially in the months of July and August the river is generally in spate and hence it is very likely that the bridge would be under water during the period. During the above period current in the river is often very strong and also on account of its proximity to the ghats large number of uprooted trees are swept daily along the current. Hence it owuld be quite dangerous for the pedestrians as well as vehicles to use the bridge during the period.

The road is an important link between South Kanara and Mysore and there is every likelihood of continous traffic and traspoft of commercial commodities during the whole year. Thus if the proposed bridge is useful only for about 9 or 10 months in the year it is as good as the present state when even without the bridge there is through communication for atleast about 8 months in the year.

Further the place where the bridge is being constructed is in the heart of the Malnad area and if an all weather bridge is put up with a little more expenditure this becomes the shortest route connecting Mangalore in the west coast and Mysore in the east. The present proposal to put up a submersive bridge will be practically of no benifit

due to the peculiar conditions during the 3 months of heavy rainy season here as stated above and we fear that what the Government spends now for the submersive bridge will be a waste

6 We therefore request that with some more additional allottment the Government may kindly consider the proposal to put up a pucca bridge instead of the one now proposed.

Yours faithfully

KADABA.S.Kanara
17-5-1954

Copy to Sri.K.V.Gowda,M.L.A.,Puttur.

B.T. Ariga Jaine
Preoidents,
Panchayat Board
Kadaba. S.K.

Maiel
Vice President
Panchayat Board
Kadaba S.K.

Bhadrajanabha Rao
Kadaba.

40/2/15

P.W(A2)

Endt.No. 41580 A/54-1 Dated 27-5-54

Referred to the CE(H) for remarks.
27.5.54

24.5.54

Kow
26.5.54

FR 29/5 NR 29/5

29/5/54

To
The CE(H) with copy of petn in pp1-2 ab

4

K. Laxminarayana Bhat — Kadaba.

P. Varadaraya Pai - Kadaba

C. Jerome Vegas.

Mly J Lewis Kulturpady.

S. Simon Pinto Kodoba village

Bantva village

Kadaba village.

Padmaraja Ballava. Renjiladi village

K. Ramadas Rao

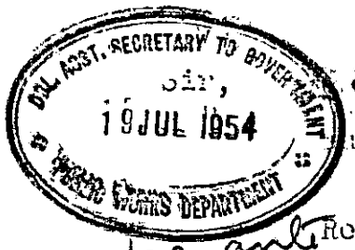
P. Rama Krishna.

HIGHWAYS DEPARTMENT

From
Sri K.K. Nambiar, B.E., M.I.E.(Ind),
F.Inst. H.E. (Eng) M.I.Mun. E.(Eng),
M.Am.Soc.C.E.,
Chief Engineer (Highways),
Chepauk, Madras-5.

To
The Secretary,
Public Works Department,
Fort St. George,
Madras-9.

Letter No.22523-D4/54-2 dated 16.7.54.



57150

Sir,

Sub: Petition dated 17.5.54 from the Residents of Kadaba, South Kanara District.

Ref: Government Endorsement No.41580-A/54-1 dated 27.5.54

The points raised in the petition referred to above were already considered and it was decided to have only a submersible bridge for the following reasons:-

1) Only submersible bridges are being constructed across the other stream crossings at Miles 23/6, 24/3 and 27/3 of Bisley Ghat road and the crossing at mile 21/3 is to have only a vented Causeway and these structures are in advanced stages of construction. During high floods none of these crossings will be fordable and it will serve no purpose if the crossing at Mile 15/1 of the same road above is provided with a high level bridge. Further the flood discharge in most of the streams crossing this road is so heavy that the streams overflow their banks in many places causing interruption to traffic at various points and on the road.

2) At this crossing a high level bridge will cost nearly twice as much as a submersible bridge.

3) The importance of the road is not so great however as to demand non-interruption of traffic for even a few days in a year. At the same time, this submersible bridge with its bottom of deck kept a little above the normal floods, will not affect the traffic requirements too seriously.

4) Work on this submersible bridge is in progress.

for CHIEF ENGINEER (HIGHWAYS)

KCK/16.7.

Memo. No. 41580 A/54-2 Dated 12-8-54

Sub:- Communications —
Bridges - South Kanara district - Construction of high level bridge across Hosmata river in lieu of submersible bridge - Request - Negative

Ref:- Petition dated 17-5-54 from the residents of Kadaba.

From the CE(H) letter No. 22523/D4/54-2 dated 16-7-54

—:—

The Govt. have carefully examined the request of the petitioners for the construction of a high level bridge across the Hosmata river in lieu of the submersible but find no case to comply with their request.

vide para 4

wl. M 15/106 Bisley Ghat Road

To
The President,
Panchayat, Kadaba, South Kanara Dt.
Copy to Rest (A)

Note
The draft above noted is

based on the CE's report at
p7 cf. is for approval.

6/8/54.

7-8-54